

# DCS

## magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

WINTER 2010 | VOLUME FOUR | NUMBER THREE

## Viva Las Vegas!

- *Luckey Man, Part III!*
- *Introducing Paul Nigh!*
- *Lexington 2010!*





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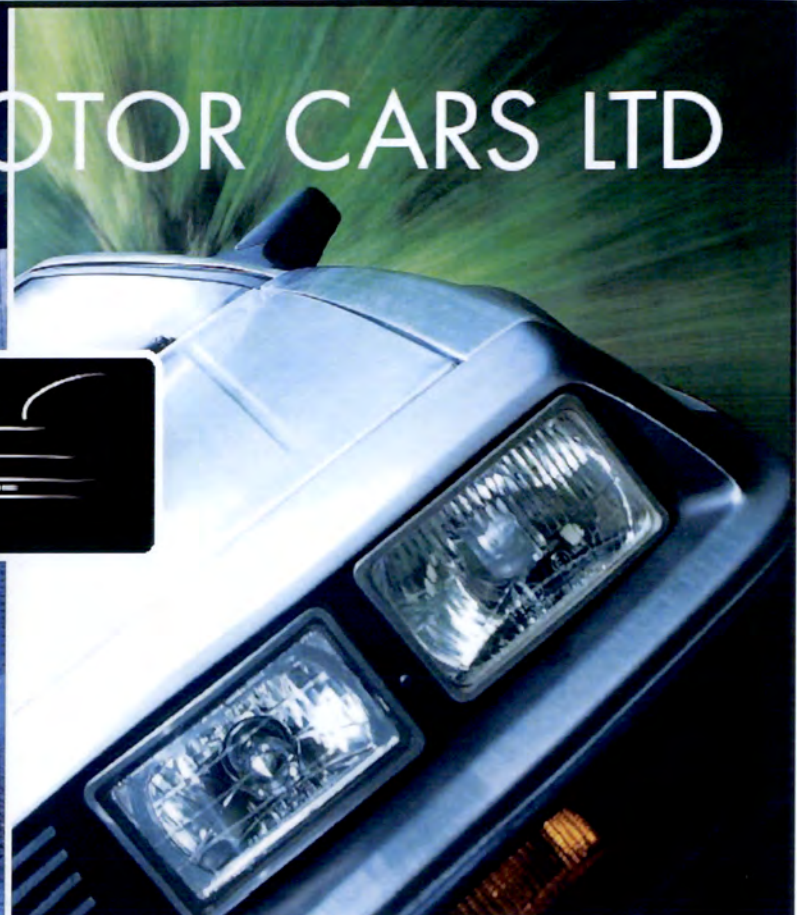


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WOW!!!! What a year we have had as DeLorean Owners. There have been many changes in many of the local groups and in some of the major DeLorean organizations.

DCS is part of this and the article Vision was started with the vision in mind that we could get back to one central group and focus around that group. DCS was formed to try to bridge all sectors of the DeLorean community and to make sure everyone felt welcome and we worked to try to unite all parties.

Well this hard work is finally coming of age.

Thanks to Ken Baker the DOA and DCS have moved closer to that goal. This issue of DCS will be the second last one as DCS Magazine was created in order to advertise the show at a time where we needed to make the move.

The time has come to roll back and we are working with the DOA to turn over the magazine to them for the later half of 2010. DCS will honor its commitments for Volume 4 so if you have a subscription for Volume 4 you will get one more issue after this issue.

The show at this time is still DeLorean Car Show Inc and it will go on as it has but we also tried DCS WEST. It was very difficult for me to do a show every year and for reasons that most are aware of DeLorean Car Show Inc. will not be doing any more west coast shows. However due to the support at the show a group including the DOA has taken it over and will be granted the use of the DCS West name for the next show. It will be independently funded from DeLorean Car Show but will be run by basically the same crew we used for DCS West minus Me.

The group has a challenge ahead of them but between the DOA, AZD, and the California groups and members there is no doubt the start of a west coast show has arrived.

The DeLorean community is now in a better position to support Eurofest and Rob Lamrock coming up in 2011.

At the same time Lexington is just around the corner and we will be talking about this in some of the articles. We also ended up with a raffle car after all thanks to Bernie Manderville who sold his car to us for the raffle.

The vision has come through a full circle and we are about to enter a very exciting time to be a DeLorean owner. I believe the rearrangement of group functions will allow all of us to run more efficiently and we will be better able to serve you in the coming years.

**Thank you for your support and we look forward to seeing you in Lexington!**

**KEN KONEELIK**





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WINTER 2010 / VOLUME FOUR / NUMBER THREE



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Kathryn DeLorean Seymour & Husband Jason Seymour posing atop a DeLorean at their wedding chapel in Las Vegas, Nevada during DCS West 2009.

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Website: [www.grenexmedia.com](http://www.grenexmedia.com)

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# DMC

## Patrick Conlon



Patrick Conlon & VIN 1880

I've been a DeLorean fan since I was about five years old. My earliest memories of the car are probably when I would watch the "Back To The Future" animated series on weekends when I was a kid, and my passion for the car blossomed from there. As I grew older, I came to appreciate the rich history behind the DMC and John DeLorean's impact on the entire automotive industry. One day, I had the courage to write JZD a letter telling him how passionate I was about the car and asked him to autograph a postcard of Proto-1. When it came back autographed to me a few weeks later, I was on cloud nine. I had it hanging proudly in a frame next to my "Live The Dream" advertisement on my bedroom wall.

Eventually I met up with Ken Koncelik in Cincinnati and became actively involved in the local DeLorean community. In less than a year of hanging around Ken, I had a DeLorean of my own: VIN 1880. It had

been a neglected 'barn car' for over 15 years, and it needed a thorough cleaning, mouse removal, and lots of TLC. With only 6,700 miles on the odometer, I knew the car had a lot of potential. I worked with Ken nonstop for several months getting the car cleaned up and running. Over five years and some 35,000 miles later, it is still running strong and looks and smells like it just rolled off the showroom floor!

I find this a very exciting time to be a DeLorean owner, especially as I see the demographics of DeLorean ownership changing. The cars that have sat for so long are being sold to younger owners who are actually motivated to drive them. New DMC specialized service centers are popping up all over the country, and previously unavailable parts are being remade every month. With all of this at our disposal, I see no reason why I can't enjoy VIN 1880 for several hundred-thousand miles more and continue to 'live the dream'.

## Joe Gravelle



Joe Gravelle & VIN 4875

When I was six or seven years old I saw one, and immediately fell in love. The shiny metal panels, the sharp body lines, the gullwing doors...I had to know what it was. It wasn't until a few weeks later I saw "Back to the Future" for the first time. I really did not care about the story too much. What I cared about was that car.

I would see one from time to time in traffic. I even recall seeing one with a flat tire on a family trip to NYC when I was around 10. My Step Dad said, and I vaguely quote, "That's a DeLorean, the creator of the car is sitting in jail because he sold cocaine to fund his company."

My love for the car took a back seat to other things until I moved to Florida with my family and made friends with a guy named James Wallen on a Mercedes forum.

James had an entire bookshelf of DeLorean World magazines, and an equal passion for wanting to find a DeLorean to buy. He found his not but two blocks from his house soon after we met. It had fuel issues, but was otherwise a great car that convinced me that

that I needed one too. It wasn't but 8 months later when I picked mine up.

The owner was willing to work with me on the price as the car needed some work. It had been rear-ended in the early 2000's and needed an engine, a torsion bar and a right rear quarter panel. I got off to a good start, but it was not meant to be. My part time job went the way of the economy, and I ran out of funds. I decided to part the car out. With the money from the parts sales I replaced my aging Mercedes, paid for college, have a good chunk of savings and am ok. But I do not feel whole.

I am currently going to the University of Central Florida for a degree in Mechanical Engineering and plan to graduate in three years, land a job and purchase another DeLorean. My ideal car has a grooved hood, dark grey wheels, black interior and 5 speed transmission.

We are fortunate to have such a close-knit community, vendors that really get to know you, forum support, and some great magazines! My goal has been stated and I will work hard to achieve it.



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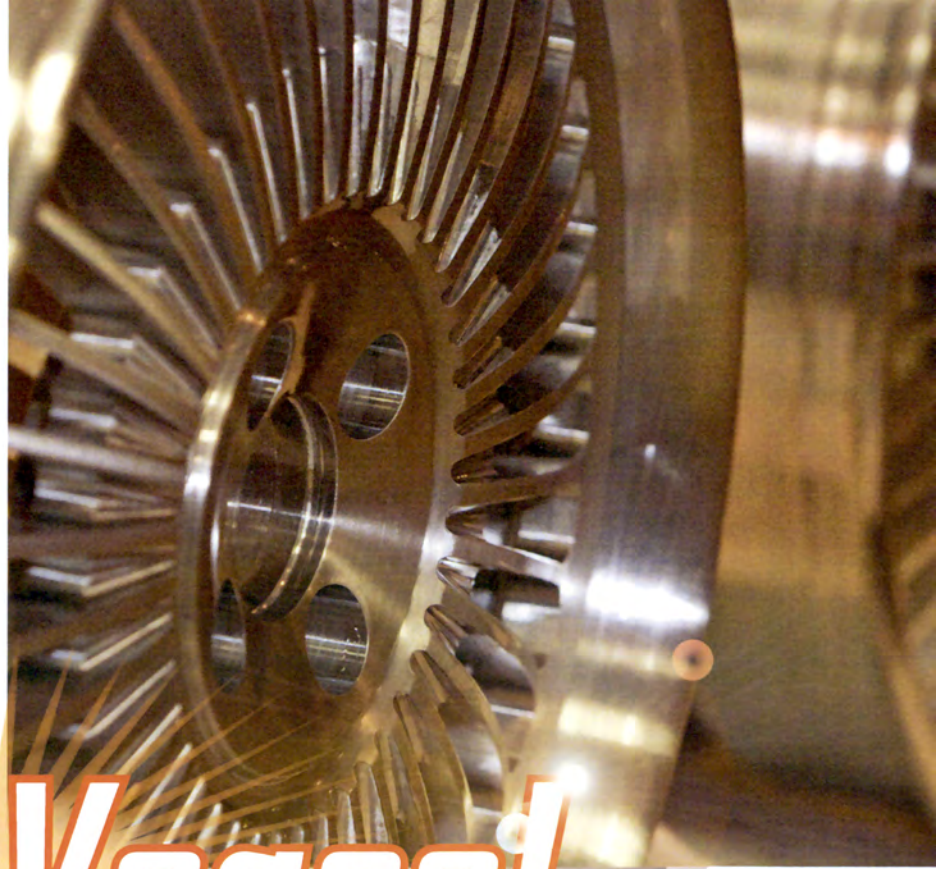
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*Viva*  
**Las Vegas!**







The first ever DeLorean Car Show West is complete.

Back when we were finalizing the Chicago show, Ken Montgomery approached me about his vision of a show out west. Over the last three years, we pulled this vision together and managed to create one of the most successful DeLorean shows ever held in Las Vegas.

DCS West was full of surprises and was extremely fun to have attended. This was the first time I have had the opportunity to attend a show and not run it, and I have to say I think that Ken Montgomery did a great job!

The guest speakers we had were among the best prepared I have ever seen and I thank them for that as we had a great deal of fun and they stayed on time each evening.

While the show was scaled back to reflect the predicted attendance we did manage to attract 200 people and I believe that is one of the largest shows ever out west.

This show included 51 DeLoreans at the Palace Station in Las Vegas. For an event in September, we could not have asked for better weather. We held the car show on the floor below the top in the parking garage in order to keep out of the sun. This had the added benefit of giving us a cozy sort of ambiance.

The show had a distinct "Back to the Future" flavor to it because our speakers from the DeLorean Motor Company fell ill prior to the show and couldn't attend. We managed to fill in with a very well prepared and entertaining group from the movie including Bob Gale, Claudia Wells, Kevin Pike and Andrew Probert, as well as a special presentation by Tom Tait who worked on the development of the "Back to the Future" Ride at Universal Studios.

Also a special guest dropped in and sang a few songs for us Friday and Saturday. Jimmy

Angel who had many hit records in the 50's and was a friend of Elvis and Marilyn Monroe and others sang for us both nights. We had some fun with him, as Elvis (Me in an Elvis outfit) jumped on stage as he sang a tribute song about his friends.

The show would not have been possible without the support of the Arizona DeLorean Club who supplied the horsepower that assembled and disassembled the show in record time.

The cars that were at the show were very well detailed and it was hard for the judges to decide the winners. The awards were done in such a way that we got photos of all of the contestants with their cars and were able to incorporate them in the show. You can see the results of this at [www.DCSwest.info](http://www.DCSwest.info).

Kathryn DeLorean got a chance to relive her wedding by taking a bunch of DeLoreans and our photographer (Kevin Abato) to the chapel she was married in, producing the photo you see on the cover of this magazine.

This was a smaller show than we have had in a while and it made it much more manageable. For once I got a chance to talk to everybody, and catch up with them on their lives.

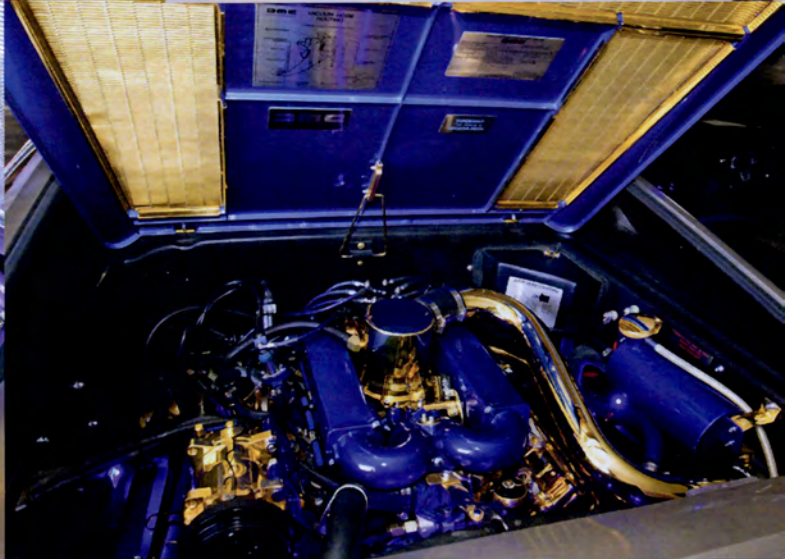
If you missed this show and you live out west you will get another chance in 2011 as the group that led this show will be doing a show in 2011 so start saving now and don't miss out.

This is your show and it is up to you to support a show of this level. So come join us in 2011.

The photos in this article really say it all. We all had fun, we all partied hard, and we all went home with new friends. Thank you for your support!

— KEN KONGELSK











# Electrical Tips and Tricks

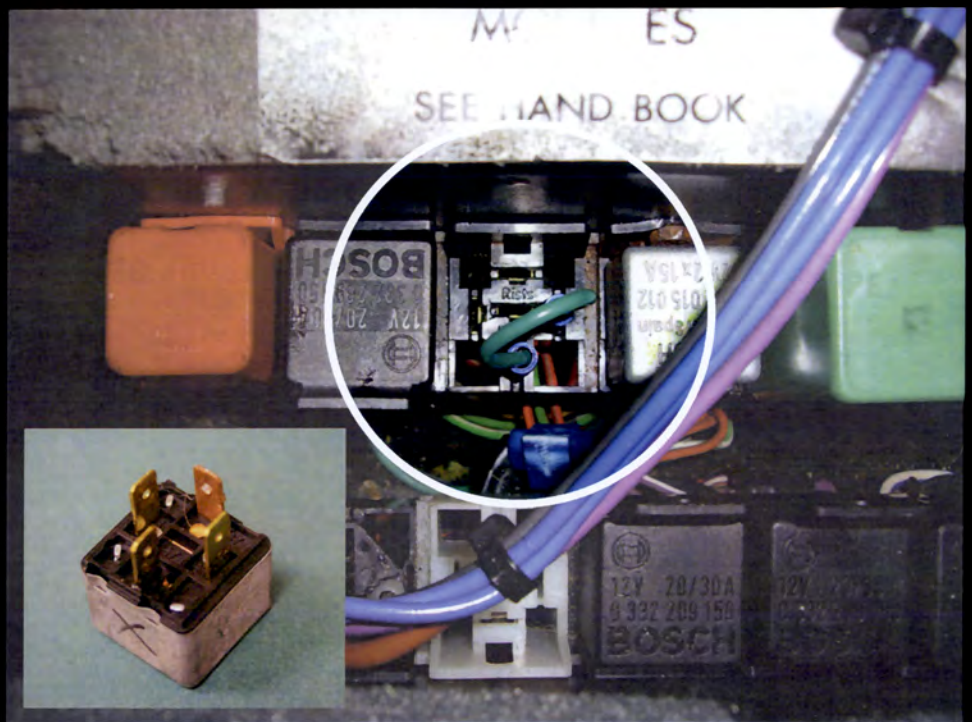
**OK, face it, the DeLorean electrical system is not exactly what one would call rock-solid. However the good news is that it is relatively simple to diagnose and work on, at least compared to today's cars. Here are a few "discoveries" I have found useful in keeping the car up and running.**

## HVAC PANEL Lights

Many HVAC panels have melted down from the heat of the panel illumination lights which, in the factory configuration, are at full-intensity when the ignition key is on with the parking lights off (the "daytime" setting), and are dimmed when the parking lights are on (the "night time" setting) via relay #11 and the red resistor module in relay bay location #9. For years, the "standard fix" to illuminate the panel only when the headlight switch is on, is to remove relay #11, and install a jumper as shown. Unfortunately there are a number of problems with the "jumper fix". The panel lights are at full intensity (the "daytime" setting) at night, rather than being dimmed to the "night time" setting – in addition to being too bright, there is the undesired additional heat of the high intensity setting. To make matters worse, using the jumper instead of the relay powers the HVAC panel lights through the already over-taxed headlight switch, adding an additional 0.36 Amp load!

The solution is extremely simple: break off the center tab ("87a") of relay #11 by bending it with a small pair of pliers. Now the panel only lights at night, when the parking lights and ignition switch are on, and it uses the lower intensity "night time" setting. To make sure that the modified relay is never used in the wrong slot, mark the top with an "X".

Note: if you have replaced the HVAC bulbs with LEDs, the jumper is preferred over the modified relay, because the LEDs use less current than the relay.



**Above: Relay #11 jumper. Inset: Relay #11 with center leg removed.  
Below: Headlight switch load due to HVAC Panel.**

	factory (relay #11)	0.16 A (factory setup)
Jumper w/factory bulbs (= bright "daytime" setting)		0.52 A (+0.36A)
Jumper w/BA7 LEDs		0.08 A (-0.08A)



## FUSE and RELAY Maintenance

If you are lucky enough to have an intact factory fuse box, take some steps to keep it that way. First, remove and inspect your fuses. If the terminals are oxidized, replace the fuses and save your fuse box from (further) heat damage. Use automotive dielectric grease on the terminals, and they will be protected from oxidation. (Although dielectric grease is an insulator, the contacts do not have any problem pushing it out of the way.) If any of the fuse connectors do not securely hold the fuses, carefully push the contacts back together with a small screwdriver (do this with the battery disconnected).

While you are at it, remove your relays one at a time and apply dielectric grease on those contacts as well. USE DIELECTRIC GREASE on all electrical connections

Anytime you replace your taillight, turn signal, or marker lights, use the grease! It will increase the life of the contacts, seal from moisture, and keep the bulbs from corroding with the sockets. Same thing goes for all the electrical connections and connectors, especially in the engine compartment – most of these contacts are not sealed, many are exposed to water and heat, and some are dissimilar metals. Use it on the ignition wire contacts and the spark plug boots. It will better seal the spark plug wells from water, and keep the ignition wires from corroding and sticking to the plugs.

## CHASSIS GROUNDS

A lot of DeLorean electrical issues can be traced to bad ground connections. Nothing new here. However, after you clean the wire terminals, and sand the rust off the frame contact area, use dielectric grease on the bare frame metal, the wire terminals, and the hardware. Don't be stingy, it will help keep the area free of rust and corrosion, or at least slow it down.

## COOLING FANS

If you have the factory cooling fans, consider one of the various after-market fan control modules available from the vendors. Using the jumpers instead of the fan-fail module was a "temporary factory" alternative to melted fan-fail modules, and unfortunately the factory never came out with the permanent fix. Using the jumpers also causes the fan motors to be shorted out via the relay when the fans are off. As the fan motors are also effectively "generators," they produce power when the blades are turned by the relative wind while driving. Shorting the fans out via relay #6 causes additional wear and tear on the motors, the wiring, and the relay! If you are running your cooling fans with the factory relay, and jumpers (or jumpers with fuses) in place of the #7 fan fail module, remove the center tab (#87a) of the #6 fan relay. (Mark the top of the relay with an "X" to make sure that it is never used in the wrong slot.) Removing the relay center tab allows the fans to free-wheel unloaded, when not being powered.



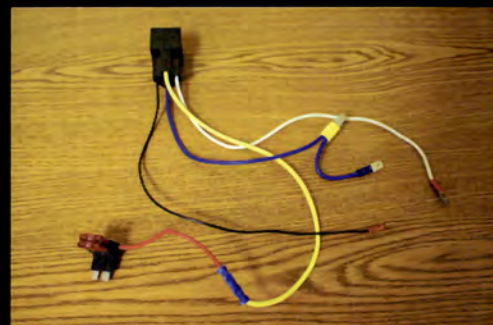
**Relay bay with modified relays**

Something to consider before purchasing one of the aftermarket fan control modules to replace the standard relay and jumpers / fan fail module setup, is replacing the fans with one of the aftermarket cooling fan systems available from the vendors. They use modern pancake motor fans, and draw a LOT less current, reducing the electrical system and alternator load, and work with the standard relay #6 and #7 jumper setup.

## HEADLIGHT SWITCH

The headlight switch does not actually supply power to the headlights. Rather it powers relays #1&2, which power the headlights. However, the switch does supply power directly to fuses #2&8 which power the front & rear parking, side marker, license plate, switch illumination, and instrument panel lights – a total load of nearly 6 amps (see LED article in DCS Magazine, Volume 4, Issue 2 for the details).

As original headlight switches are no longer available, consider taking steps to save your switch from meltdown. Install one of the "headlight switch saver relay" kits available from the vendors, make your own (see below), or switch to LEDs for the parking, side marker, license plate, switch illumination, and instrument panel lights.



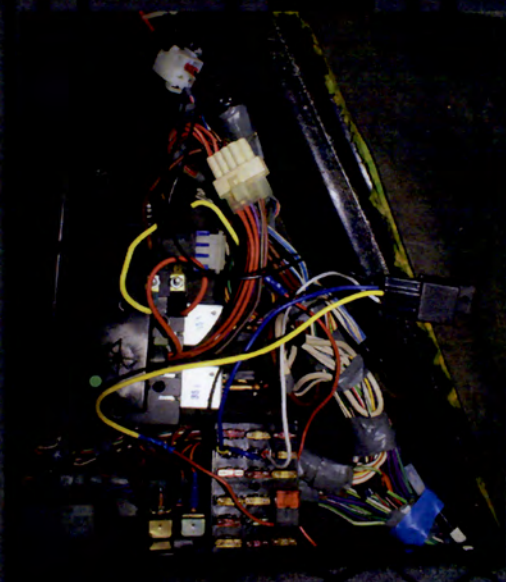
**Cliff's "plug and play" headlight switch saver relay**

All parts are standard automotive parts store items. Features of this setup include: no cutting of the car's wires, no working upside down under the dash, and installs in the fuse/relay bay. The best part is that this is Concours compatible - remove it and temporarily re-install the 3 fuses for competition!

Remove fuses 2, 8, and 17. Black wire connects to black wire on the unused "cold start relay connector"; blue wires connect to passenger side of fuses 2 & 8 sockets, white wire connects to fuse



8 socket driver side, and the fuse tap goes in fuse 17 location (note orientation). We use 10 Amp fuses in both slots of the fuse tap.



**Cliff's headlight switch saver installed**

## INSTRUMENT PANEL DIMMER

The factory instrument panel dimmer is also no longer available. If you have a good one, don't abuse it by turning it past the built-in stops! If it has dead spots, or makes crunching sounds when turned, check with one of the vendors and see if it can be repaired.

If you have made the transition to instrument panel LEDs, you have discovered that the factory dimmer control does not dim them. Whatever you do, do not remove the dimmer rheostat and throw it away! Keep it with your valuable DeLorean spare parts, or sell it to someone who needs one.

It is possible to dim the instrument panel LEDs, it just requires a different rheostat. After some experimentation on amount of dimming, physical fit in the panel, shaft length, and with the original knob, we selected a 1K ohm, 5W, wirewound potentiometer from DigiKey, P/N CT2157-ND. (NOTE: This is NOT compatible with the factory instrument panel tungsten light bulbs.)



**Cliff's LED dash dimmer**

The orange wire connects to the car's Red/Orange wire connectors; the white wire connects to the car's Red/White wire connector. Depending on how the factory knob fits on the shaft, you might need to add a piece of tape on the shaft for added friction. The knob slips on the shaft if rotated past the physical stop, preventing damage to the knob and potentiometer (unlike the factory setup!).

In addition to making the instrument panel a lot less glaring at night, dimming the instrument panel LEDs will increase their life, which is a good thing considering how difficult these particular ones are to replace. (Yes, LEDs can and do occasionally burn out.)

-- CLIFF SCHAECKER

PHOTOS: PATRICK CONLON & CLIFF SCHAECKER



## TECHNICAL DESCRIPTION

A twin turbocharger system was selected for the De Lorean because smaller turbochargers could be sized for improved response. The turbochargers are mounted parallel to the crankshaft centerline near the front of the engine (rear of vehicle). This packaging arrangement allows short inlet and exhaust routings and provides for easy service. The turbochargers are mounted low in a high air flow environment for good heat dissipation.

The turbochargers specified for this engine are manufactured by I.H.I. (Ishikawajima-Harima Heavy Industries) of Japan expressly for Legend Industries. After thoroughly reviewing all commercially available turbochargers, Legend Industries specified the RHB52 because of its many unique features including:

- It is the smallest unit available, which minimizes engine compartment intrusion and simplifies service.
- The RHB52 is extremely light, weighing less than 11 lbs.
- Small diameter turbine and compressor wheels yield quick response because of their low moment of inertia.
- A tamperproof integral button-type wastegate is used to regulate maximum boost.
- High temperature Niresist turbine housing and heat resistant Inconel-713 turbine wheel.

- Two full floating, bronze alloy bearings run between the nitrided bearing housing and turbine shaft to allow continuous operation at 100,000 rpm.

## PEAK COMPRESSOR EFFICIENCY

The turbochargers are matched to the 2849 cc engine so that boost is achieved at very low engine speeds. Peak compressor efficiency is 74% and remains above 70% throughout the effective engine operating range. The turbos are mounted on new exhaust manifolds made from fully annealed nodular iron.

## DUAL CHARGE AIR COOLERS

Charge air cooling is also featured on the Turbo De Lorean. Not only does this increase power output due to the increased density of the intake charge, but the lower charge temperatures reduce the propensity for detonation. Furthermore, exhaust temperatures are also reduced, which enhances exhaust valve life and reduces heat rejection to the cooling system.

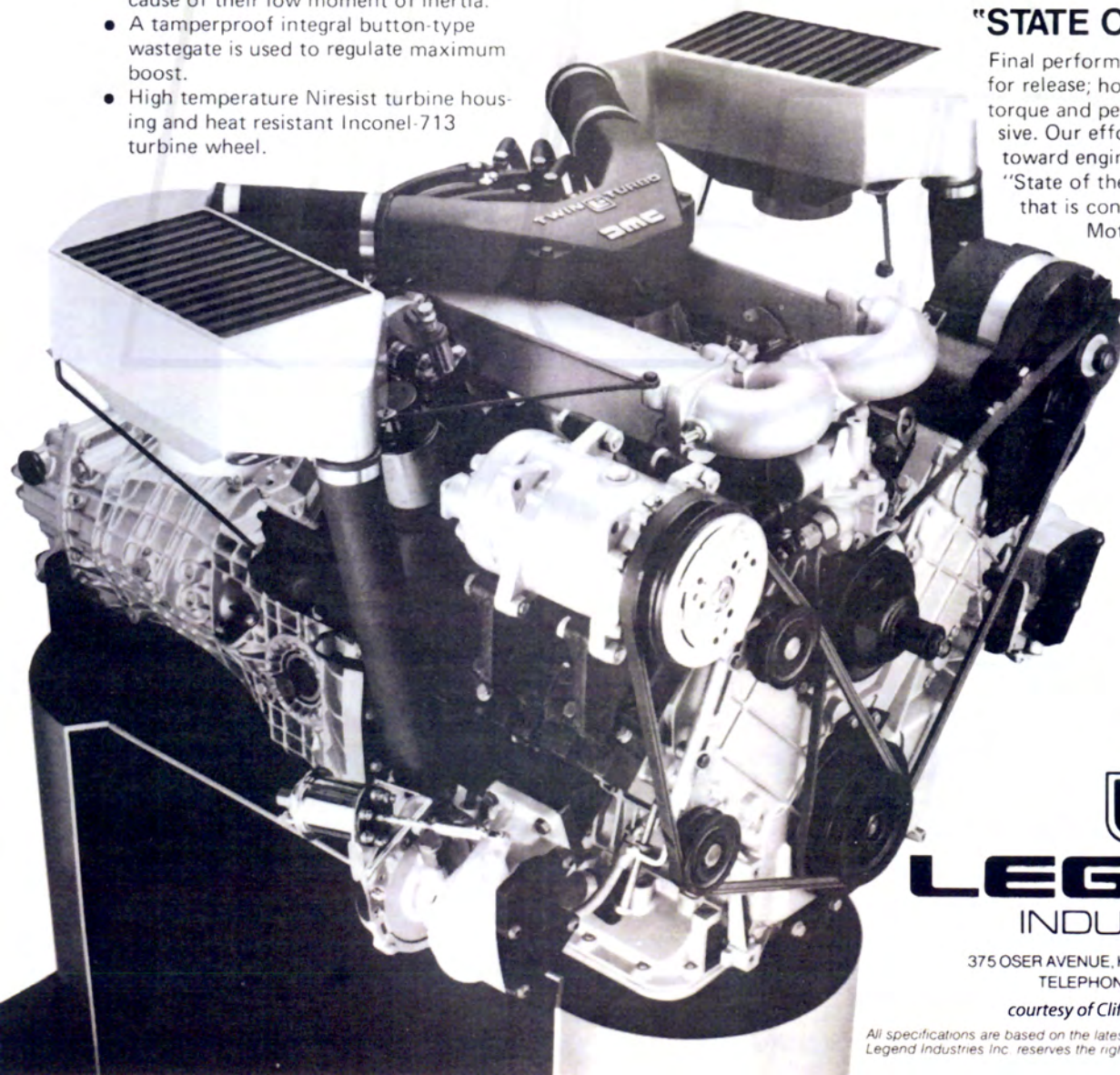
Dual charge air coolers are used on the De Lorean because they offer a significant packaging advantage through simplification of plumbing and improved aesthetics. The air-to-air charge coolers are of aluminum bar and plate construction, sized to provide a minimum effectiveness of 70% with a maximum pressure drop of 1 in Hg. They are located above the valve cover and charge air is fed to a cast aluminum V-shaped plenum mounted above the Bosch air flow meter.

## FUEL INJECTION

The Bosch K-Jetronic continuous fuel injection system has been retained to provide excellent driveability, throttle response and fuel economy in conjunction with the twin turbochargers. The Lambda-Sonde emission system provides an O<sub>2</sub> feedback signal to the computer so that the air/fuel mixture can be precisely controlled for efficient operation of the three-way catalyst system. Fuel enrichment is provided under boost by reducing the control pressure on the K-Jetronic air flow meter. This enrichment along with ignition retard under boost is used to eliminate detonation with low octane unleaded fuel.

## "STATE OF THE ART"

Final performance figures are not ready for release; however, initial horsepower, torque and performance are most impressive. Our efforts have been directed toward engineering and producing a "State of the Art" twin turbo system that is consistent with De Lorean Motor Company's philosophy and its exacting standards.



**LEGEND**  
INDUSTRIES

375 OSER AVENUE, HAUPPAUGE, NEW YORK 11787  
TELEPHONE (516) 231-5000

*courtesy of Cliff Schmucker collection*

All specifications are based on the latest product information available at time of printing. Legend Industries Inc. reserves the right to make changes at any time without notice.







**FACT:**

DMC owns the exclusive rights to produce DeLorean parts and distribute New Old Stock (NOS) DeLorean parts.

**FACT:**

DMC owns the stylized DMC logo trademark, USPTO registration #2491848.

**FACT:**

DMC and our dealers have a total of 33 full-time staff with more than 183 cumulative years of experience at our facilities. This staff supports 27 families of 65 people through their dedication to the DeLorean automobile.

**FACT:**

DMC mechanics have more than 110 years cumulative experience working on DeLorean cars, and more than 184 total years of mechanic experience.

**FACT:**

DMC and our dealers offer parts and technical assistance to our customers 17 hours a day, from 8am Central European Time to 6pm Pacific Time.

**FACT:**

DMC was the first with a complete online store, and continues to lead by having actual photographs of more than 90% of the parts also available online.

# DMC<sup>®</sup>



15023 Eddie Drive, Humble, TX 77396  
800/USA-DMC1 • [www.delorean.com](http://www.delorean.com)

**FACT:**

DMC is the only company with authorization from John DeLorean to update and reproduce the original factory parts, service and other technical publications.

**FACT:**

DMC serves all retail customers: no one is excluded, but we do refuse to sell to certain resellers that don't meet our standards of business.

**FACT:**

DMC and our dealers have more than 2,963,000 new, original and reproduction DeLorean parts in stock in our combined warehouses.

**FACT:**

Most importantly, your continued support of DMC and our dealers has allowed us to achieve all of this, and for that we would all like to say **THANK YOU!**

**FACT:**

DMC stores all client vehicles indoors or under cover overnight and on weekends. We do not have a "storage lot" where cars are exposed to the elements 24/7.

**FACT:**

DMC actively invests to expand the range of available parts for DeLorean cars.

**FACT:**

DMC's president, Stephen Wynne, is the only person to have attended every annual DeLorean Owner's Association and DCS event since first held in 1986.

**FACT:**

DMC and our dealers, in our service centers across the USA and in The Netherlands, bring more than 100 DeLorean cars "back to life" each year.

**FACT:**

Since 1995, DMC and our dealers have sold more than \$2,000,000 in DeLorean automobiles to new owners around the world.

**FACT:**

DMC is a member of the Advisory Board to the National Automobile Dealers Association (NADA) in regards to the values of DeLorean cars.

**FACT:**

DMC and our dealers have facilities of over 70,000 square feet, all dedicated to the business of keeping DeLorean cars on the road.

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714/554-6794  
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## The Adventures of Paul Nigh and his Back to the Future II DeLorean

For those of you who attended DCS 2009, it is unnecessary to introduce Paul Nigh. For everyone else, Paul is an incredibly enthusiastic collector of all things "Back to the Future". He recently purchased a DeLorean and had DMC California convert it to a "Back to the Future II" replica, and brought it to our West Coast show. As you can see, the results are amazing.

Paul also has an outstanding collection of memorabilia and actual props from the three movies that he shared with us. These included the bat that Tom Wilson's character, "Griff" used to attack "Marty" in "Back to the Future II", the telescope that Mary Steenburgen's character "Clara" owned in "Back to the Future III", as well as many model DeLorean Time Machines that he had signed by "Back to the Future" cast members.

Paul talked to us on Friday about his charity work with the "Fireball Run", which is a transcontinental rally and race to recover America's missing children. Each participant is assigned a particular child, and their mission is to travel as far and wide as possible to distribute flyers and otherwise aid in the search. The effort works too. The child that Paul sponsored was located about halfway through the race.

Paul was very happy to join us in Las Vegas, and plans to try and make it to Lexington in June to join us again next year. — **JOSH WALDEMAN**





# LUCKEY MAN

## PART III

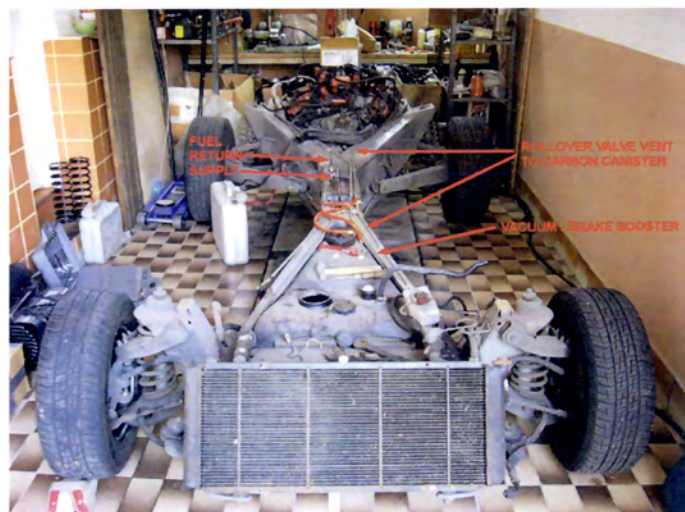
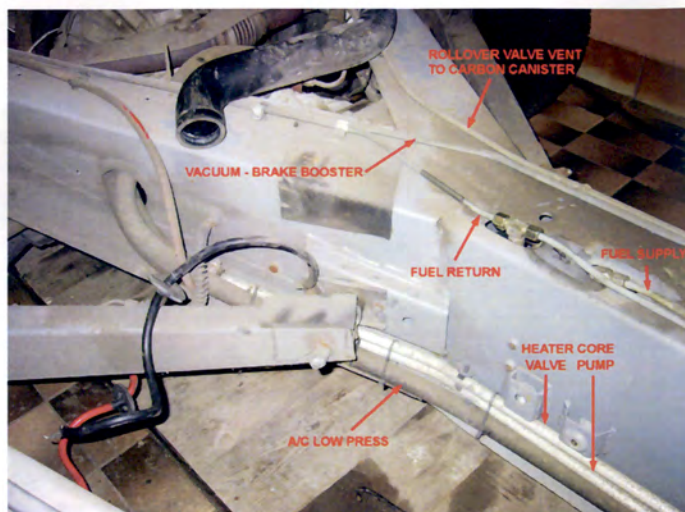
We're getting down to the end of our frame separation project here! Some of you may have noticed we skipped part three of this process in our last few issues, but that was so we could devote more space in this issue to finishing this project up.

When we left off, you may remember, we had just finished disconnecting all the hardware that holds the frame in place under Mike Luckey's DeLorean, and taken a break for lunch.

Prior to continuing our removal process, it's important that we disconnect the battery, and drain all fluids in the car. This includes the engine coolant, fuel, air-conditioning refrigerant, brake and clutch fluids and engine oil. Please refer to the service procedure binder (part # P100405) for the correct procedures on these items.

Now we are ready to disconnect all of the systems that connect the two halves of the car. To reprise, working from the front of the car, to the back, these are:

- *Fuel fill and vapor recovery lines, and fill cap ground wire*
- *Air conditioning lines*
- *Heater core lines*
- *Brake master cylinder lines*
- *Clutch master cylinder lines*
- *Steering column*
- *Shifter knob (manual transmission)*
- *Aluminum air deflector plates (under car)*
- *Parking brake cables*
- *Battery wires (positive & negative)*
- *Electrical connectors in engine compartment*
- *Frame ground beneath coolant overflow tank*





I feel it's important to go through these step-by-step to get a full understanding here of the process involved and the tools required. Let's start with the Fuel Tank up front.

## FUEL FILL AND VAPOR RECOVERY LINES, AND FILL CAP GROUND WIRE

The good news about the fuel tank is that the lines go from the tank to the frame to the engine, so you don't have to disconnect any of them to separate body from frame. You do however, have to disconnect the fill tube, vapor recovery lines and tank ground wire. The best way to do this is to remove all three of the access panels that are under the bonnet.

Start by raising the bonnet cover, then remove the carpet, and the spare tire. You will now be able to see the two vertical access panels closest to the windscreen, and the one horizontal on that lies on the left side of the car. (note: this last panel, and the vertical one under the fuel fill shelf is on the right side for RH drive cars) If your car is original, there are Phillips head screws holding all of these panels in place. Remove all of them. You may notice that some of these screws spin in their holes, and don't come out. This is usually because the rivnut which holds it in place has come loose. There are a few solutions here, which range from getting a pair of vicegrips, and snaking your way under the car to clamp the offending rivnut, or you can simply remove all the screws that do come out, and then hope that you can rotate the panel out of the way on the one bad screw. This usually doesn't work though, because most often, there is more than one bad screw. The simplest answer is to get a cordless drill and a nice sharp bit, and drill the head off of the screw. You will have to replace the rivnut and screw if you do it this way, but it is a lot faster than the other methods, and let's face it. Rivnuts and screws are pretty inexpensive.

Okay...now we've got those pesky panels out of the way. Let's take a look at what we have under

the two vertical ones. On the one that is in the spare tire well you see this layout. (see photo #1) The callouts describe what each item is. Let's start here. First item for removal is the electrical connectors going to the fuel tank components. There is one connector for the fuel pump with purple and white wires, and the other is for the fuel sender unit. Unplug both of these. Next, you will take a flat head screwdriver, or a 1/4" ratchet, with an extension and 6 mm socket, and undo the hose clamps for the fill tube and vapor recovery hose. Pull the rubber hoses off of their fittings on the tank and set them aside.

You should notice during this process that there is a single black wire loosely following the path of the fill tube and vapor recovery hose. This is held in place on top, by one of the connectors to the filler neck. (part #101394) Use an 8 mm wrench or socket on the screw and nut holding the connector in place, and then replace the screw and nut afterwards so that they are not lost. This job is now complete.

## AIR CONDITIONING LINES

Once again, in the case of the air conditioning system, most of the lines run between the engine and the frame, so it is not necessary to remove them in order to separate the halves. You do however have two lines feeding the evaporator core (part # 101272) coming from the accumulator, (part# 110120) and the condenser. (part# 106327) These lines must be removed in order to separate the body from the frame. The first order of business is to evacuate the R12 coolant charge from the system. This must be performed by a professional, as R12 is considered to be a hazardous material. Most automotive repair shops carry the equipment to be able to perform this operation, but if you are in doubt, call ahead.

Once the system has been evacuated, it is safe to remove the connectors at the accumulator. All electrical connectors going to the accumulator should be marked and removed first. These should simply pull out. The plumbing itself uses oversized aluminum fittings that can be

accessed through the same access panel hole that you were just working on the gas tank through. You may find it helpful to have a second person on this job, as some of the fittings can be accessed easier from above than from below, and vice versa. Be careful when removing these connectors to be sure that you don't twist or bend the tubes going into the car. If they become compromised, you will need to repair or replace your evaporator core (\$169), in order to have the system hold a charge. I recommend using PB Blaster lubricant on these fittings, if you've never had them off before. You also may or may not find it easier to remove these fittings by first separating the accumulator from its mounting ring on the wheel well/cowl area, behind the right front wheel.

## HEATER CORE LINES

The heater core is fed by two lines that come up right next to the accumulator, and depending on how your specific car was assembled, you may or may not find it easier to remove these two lines, prior to working on the accumulator. They are simply rubber hoses held in place by 6 mm hose clamps. You may need to pry these a little bit in order to get them off the brass tubes, if they have been in place for awhile. DO NOT use a heat gun to loosen these, as you are right next to the fuel tank, and this is a fire hazard. It's a good idea to have a bucket or tray under the car when removing these lines, as they are usually filled with coolant, even if the rest of the system has been drained.

## BRAKE MASTER CYLINDER LINES

The brake master cylinder and brake booster are both located forward of the cowl area on the left hand side of the car. There are two metal lines, and one rubber hose to remove here. All of which can be accessed through the access panel hole under the bonnet closest to the front of the car.

I recommend removing the rubber hose from the brake booster first, as it should be easier to get to prior to removing the metal brake lines. You will need a long skinny pair of needle nose pliers to remove the hose clamp holding this hose in. I've also seen that this hose tends to shrink over the plastic fitting on the booster, so you may need to cut the end of it off in order to



get it out. Again, I don't recommend using a heat gun, because of the proximity to the gas tank.

Be sure that the brake fluid has been properly bled from the brake system prior to disconnecting the metal lines. Even if it has been fully drained, it is still a good idea to have a cup or small bucket to catch any excess fluid that might come out, as brake fluid is highly corrosive, and can heavily damage your frame, if it is not immediately cleaned. The two metal fittings are held in place with one 10 mm metal line connector apiece, and are mounted on the side of the brake master cylinder unit. (part # 105543) You may have to look under the overflow tank to locate these. Lubrication of these nuts is also a good idea prior to attempting to remove them.

After the nuts are loose, simply pull the lines out of the cylinder and set them aside, so that they can't be damaged when the body is lifted off.

### CLUTCH MASTER CYLINDER LINES (MANUAL CARS ONLY)

Just as you have already drained your brake fluid, you should have also drained your clutch fluid prior to performing this step. Clutch fluid and brake fluid are the same thing, and are equally corrosive.

The clutch master cylinder is located in the cowl area/wheel well behind the left front tire, and can be accessed from either the vertical access panel opening under the bonnet, or under the car, with the front left wheel off.

If you don't already have a stainless braided clutch line in your car, and intend to use it as a daily driver, I recommend ordering one of these, (part # 108637) as this is the ideal time to replace this line. The old line is made out of plastic, and under heavy use can heat up and expand, causing the system to lose pressure and fail. The line itself, regardless of which one you have currently is held in place on the clutch master cylinder by one 10 mm metal line connector. Remove it, and be prepared to catch any left-over fluid still in the cylinder or line. Once fully drained, set the line aside in preparation for removal of the body from the frame.

### STEERING COLUMN

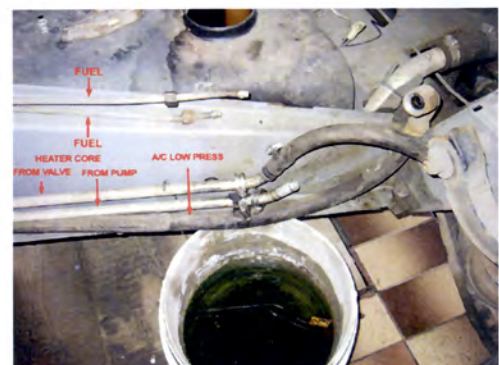
In order to disconnect the steering column, you really only need to undo one bolt. This can be either the one right up next to the cowl area in the left hand wheel well, or it can be the one that connects to the steering rack down between the two front wheels. If you go with the one at the bottom, you only have to loosen the screw to slide the column off. You may however want to lubricate the joint well prior to attempting this, as usually they are frozen in place. To begin this step, you only need to loosen the screw here. When you start actually lifting the body off of the frame, the act of separating the two halves will do the rest of the work for you.

### SHIFTER KNOB (MANUAL TRANSMISSION)

The easiest job in this process! Grab the knob...turn it to the left until it comes off! Oola! Easy right?

### ALUMINUM AIR DEFLECTOR PLATES (UNDER CAR)

The purpose of these plates (part #'s 106733 & 106734) has been the topic of much debate recently. They do cover the all important trailing arm bolts that help keep the rear wheels lined up properly in the rear suspension, but their primary purpose is not one of protection, rather it is one of aerodynamics. Since the DeLorean has its engine mounted in the rear, it doesn't easily get the benefit of cool airflow coming directly in from the front of the car. Or does it? Furthering the evidence of the engineering genius behind this car, DMC added these deflector plates to channel the air into the engine compartment, thereby helping to cool things off. Furthermore, the louvers are designed in such a way as to pull that air that is fed into the engine compartment out, enhancing the aerodynamics of the car by preventing the air from getting trapped back there. It's not a perfect system, and other rear and mid engine cars developed since, have devised better methods, but it's still neat to





understand that the deflector plates aren't just there for protection, and the louvers aren't just there for shade.

Anyway...removing these deflector plates is what we're interested in. There are three nuts holding each of these in place on the underside of the car, just rear of the seat mounting studs. You may find that turning these nuts causes the mounting studs they are attached to, to spin as well. The best method I have found for fixing this problem is to cut off the nuts, and remove the old mounting studs from the car, by removing the battery from the battery compartment, and removing the carpet from the storage compartment behind the driver's seat. PJ Grady and DMCH sell a better setup, which is a stainless steel plate with all three mounting studs welded in place on it. You simply drop this new plate into place when you're ready to put things back together, and then fasten the included new stainless steel nuts to it from underneath. Next time you have to remove these pesky plates, the job will be MUCH easier!

Once the three nuts are removed, the only thing retaining these deflector plates in place are rows of clips that attach to the diagonal section of the frame. Pry the clips off, and you should be able to maneuver the deflector plates down and out of the way. It is extraordinarily useful if you have access to a lift to perform this job, but it's not necessary if you have a good floor jack and set of jackstands.

## PARKING BRAKE CABLES

The parking brake cables are attached to the rear brake calipers with a retaining plate, and a nut. Inside the car, they are attached to the parking brake handle by another retaining plate. I've found in my experience, that it is usually easier to remove the end of the cables that attach to the brake calipers. You have to unscrew the nut on the end of the inner cable first, then you can unscrew the nut that retains the end of the outer cable to the retaining plate. There is a spring mounted here, that helps to provide tension on

the outer cable, and you'll have to pry against that to get the outer cable off of the caliper, but it's not impossible. Once the cables have been disconnected, un-snake them from the frame, and lay them aside, so that they are out of the way when you lift the body off the frame.

## BATTERY WIRES (POSITIVE & NEGATIVE)

The positive and negative battery wires route through two holes in the side of the battery compartment. Sometimes you can snake the wires through, if the holes have been hollowed out, other times, it's not as easy. If your car falls into the "not as easy" category, there is hope! The negative wire attaches to the frame at the right hand trailing arm bolt retaining plate. A 13mm socket and wrench should make quick work of this. The positive wire attaches to the starter motor on the engine. Also a relatively simple job to remove. Regardless of how you approach this project, make sure that the battery itself is disconnected before you unscrew either of the above mentioned connections.

## ELECTRICAL CONNECTORS IN ENGINE COMPARTMENT & FRAME GROUND BENEATH COOLANT OVERFLOW TANK

The electrical connectors in the engine compartment route from the wall of connectors under the coil cover in the right hand corner of the engine compartment to the engine, rear fascia, etc. You will need to unplug all of these in order to remove the body from the frame. They are color coded, so reinstallation shouldn't be a problem, unless you find a loose wire in the mix. There is also a ground wire that must be disconnected that goes between this wall mounted plate and the frame. I find it's usually easier to disconnect that from the frame, but it helps to have a second person helping here, so that one person can be under the car, while the other is above.

In addition to the connectors in this box, there are also a few that run between the engine/transmission



ballast resistor connections, and other miscellanea. The best method to pursue in making sure these are all removed is to follow the routing of the rear harness, and when you come across a connector, mark it, and unplug it. Watch closely as you lift the body of the frame, as it's easy to miss a wire, but it will be easy to spot when it's the only thing left keeping the two halves together.

## CONCLUSION

Once all of these items are removed, you are ready to lift the body off the frame of the car! Congratulations! In order to lift the body off, you will need to have the equipment to lift the body up by about three feet. I also recommend putting the wheels back on the frame, so that it can easily be rolled out from under. Just remember, you no longer have brakes on the rolling part of the car!

By lifting the body up at least three feet, this will allow the shifter stalk, the front suspension and the radiator assembly to clear the body, when you roll the frame out from the back. I hope you find your frame to be in better condition than we found Mike's to be in, but regardless, we hope that you've had fun with this project, and have learned something about the construction of your car during the process.

— JOSH WALDEMAN



With DCS West Las Vegas just coming to an end I realized I had already lost time preparing for DCS Lexington. So upon returning we immediately began to refocus on Lexington.

This show is going to be awesome!

To start with the hotel is like no other hotel we have ever been at. This truly is an upscale resort. The Griffon Gate Marriott in Lexington is one of the highest rated Marriotts in the chain and has hosted many international leaders and many of our own presidents. It features a championship golf course, spa, pool, tennis and much more not to mention some excellent dining.

The pig roast we will be doing on Thursday night is one you do not want to miss. Remember to come dressed to party.

With all this the cost is no different than we had in Gettysburg, Chicago or Pigeon Forge. We have kept the daily costs about the same as well and have reduced the registration fee for a limited time to \$10 from \$25. Act NOW to take advantage of this early bird special. It only lasts until April 15th!

This show will feature DeLorean factory employees. We hope to have at least three at the show. Nick Sutton, who came to Gettysburg and help us set up the museum, talked about DeLorean suppliers and found a photo of the fabled "fairy tree" will be back. Neal Barclay will be back too! His emotional speech had many requesting that he return and he will. Also Ben Byrd is planning to return so we will be working on that. Kathryn DeLorean is once again planning to join us as well.

In the last few shows we have had Andrew Probert who had an excellent presentation of an alternate BTTF ending. Kevin Pike joined us in Vegas and did a great job telling us how some of the movie props were made. Kevin will repeat what he did in Vegas so all of you can enjoy that session plus we will do as we did in Vegas and allow both Andrew and Kevin to answer questions in a bonus session on Thursday where you can ask them any questions on any of the movies they've done over the years. It's an impressive list. IMDb either of their names to see for yourself. We had to call the Q&A after 40 minutes, because there was so much enthusiasm, so we would like to do that again.

For those of you that can't get enough of cruise-in's we will be doing a cruise-in after we are done on Thursday at the local Hooters. Brandon will fill you in later on the details.

The driving tour is going to be a bit different. The scenery here is amazing with the rolling hills and horse farms but in addition to that there are a lot of places of interest. We will again sponsor a but tour that includes a visit to a private horse farm (the one we are talking to is currently filming two movies and have had many films done on site before) and a great tour of Buffalo Distillery along with other points of interest. Your entrance fees are included in the bus tour. So sign up. If you decide to drive you will do the Distillery and the Kentucky

Horse Park where you can see some of the past greats along with shows and the future of Kentucky horse breeding.

We again will be doing this with the Bricklin group so again we welcome them to the show. Their help makes managing this show much easier for me and my group.

Saturday the local British Car Club will be joining us and while we are doing the DeLorean Car Show and the Bricklins are doing their show the British Car Club will be helping us run a local car show in the parking lot. This will bring a lot of people in to see our cars and also allow us to see some of theirs at no additional cost.

We are looking at doing a night at the races on Friday from 4:30 to 6:00 PM so if you like horse racing you will enjoy this segment. We have seen it and its a must do event.

For more information please visit our website at [deloreancarshow.com](http://deloreancarshow.com) and check out the schedule. Also please remember to room register as soon as possible. This helps us to plan a better overall experience for you.

Event registration is open as well and you can save money by registering early so please help us help you by registering as soon as you finish this sentence.

Thanks to everyone who has supported these shows over the years. We'll see you in Lexington!

— KEN KONECZAK



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# DES DELOREAN CAR SHOW

## LEXINGTON, KY

### JUNE 17<sup>TH</sup> - 20<sup>TH</sup> 2010

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# LEXINGTON: Bus Tour Information



The group will depart the Marriott Hotel & Spa and travel down the beautiful Old Frankfort Pike. This road is where many of the "Thoroughbred Legends" have lived. We will visit a Thoroughbred farm where the Queen of England has stayed while visiting Kentucky. The farm boasts many multi-million dollar stallions and was the stage for many scenes in the new Walt Disney movie, *Secretariat*, starring Diane Lane and John Malcovich. Your guide during this tour will be an area "expert" and will be able to answer questions the guests may have regarding horses, history or Hollywood!



After leaving the first farm, we will travel thru the spectacular Donomire farm. This place features two race tracks, three multi-million dollar barns and has a very unique style, French Provincial. Donomire was used by Steven Spielberg's movie company DreamWorks SKG to film *Dreamer*. It starred Dakota Fanning and Kurt Russell. Donomire is one of the most photographed farms in the United States.



Lastly, we will visit the historic Buffalo Trace Distillery in Frankfort, Kentucky. You will learn the secrets to how Kentucky's magic elixir is produced! This will be a "Behind the Scenes" look at the distilling process that will go beyond the normal tour. Buffalo Trace has won distiller of the year two of the last three years!

Some final tips:

Bring your cameras & bring your questions! It will be a wonderful combination of entertainment and education.

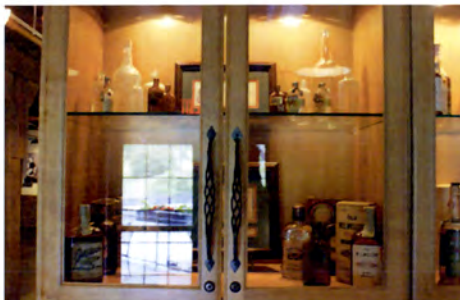
See you all soon!

**SCOTT GOODLETT**

Owner

Scott Goodlett Events

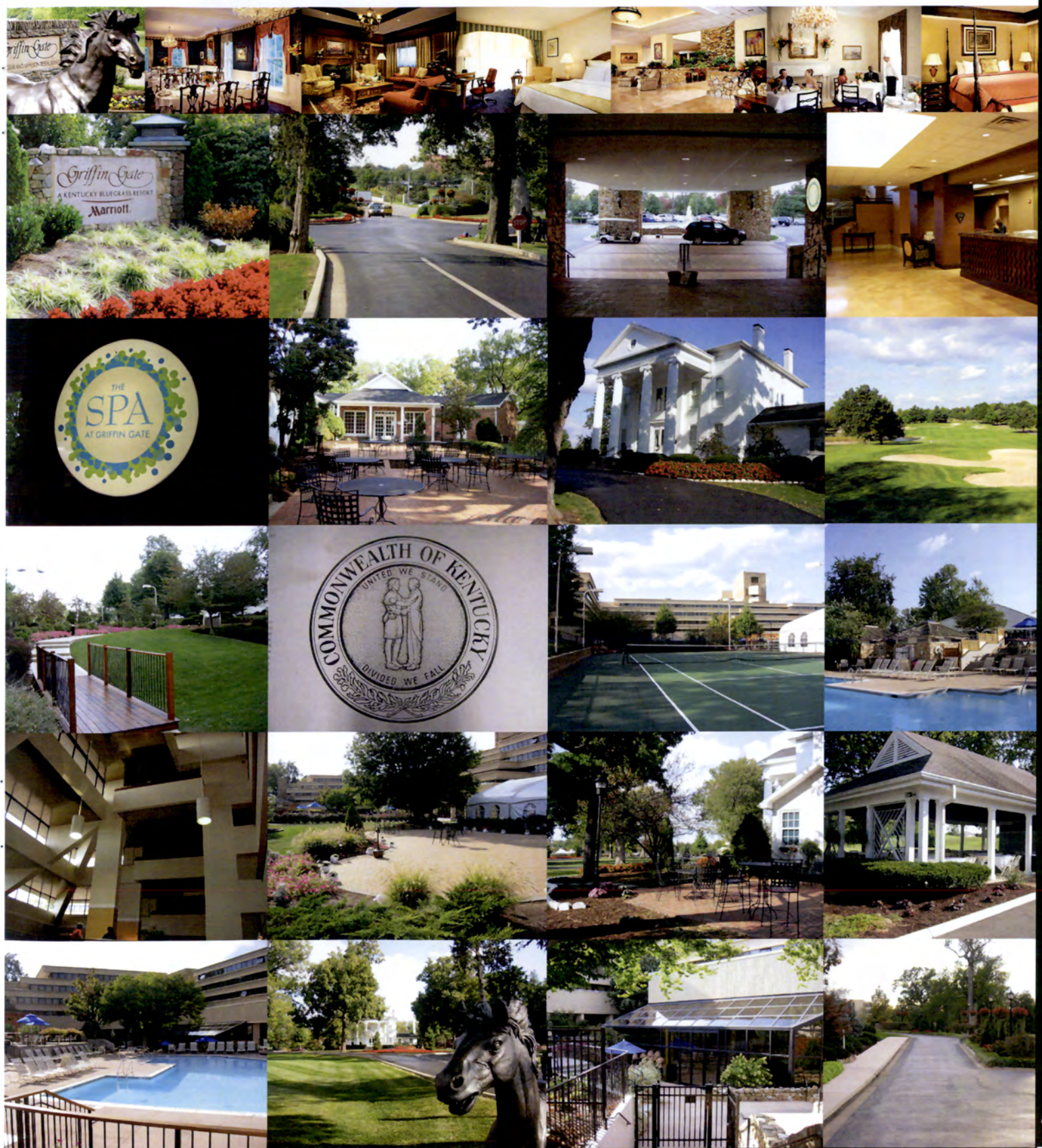
[www.scottgoodlettevents.com](http://www.scottgoodlettevents.com)



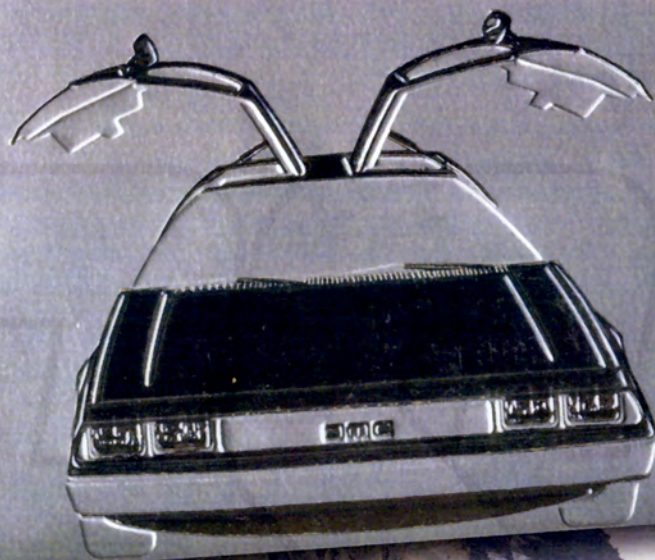




# LEXINGTON: The Griffin Gate Marriott Hotel







*"Wishing You  
the very best holiday season  
and a most rewarding New Year"*

*Robert John Delorean*

DE LOREAN MOTOR COMPANY

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## DeLorean Mid-Atlantic Fall Foliage Tour 2009

What could be better than owning a DeLorean? Meeting up with other DeLoreans for a big event, that's what! This year, the DeLorean Mid-Atlantic Club had a great time touring all over Lancaster County, Pennsylvania. The tour was the weekend of October 23rd through the 25th and featured 23 DeLoreans.

Friday night, the group checked into their hotels (the Sleep Inn and the Red Caboose, a motel made up of several cabooses converted into rooms). After checking in, we headed over to Lapps Family Restaurant, where we had a fantastic dinner. Although by this time the rain had picked up, several group members braved the wet and cold to participate in a Ghost Tour of Strasburg that covered stories from the town's history as well as the surrounding area's history.

Saturday morning, the cars met up at the Sleep Inn, where we were quite the spectacle! Justin Mettee, treasurer of the DMA, gave us a quick rundown of the route and then we were off, but not before Oliver and Terry Holler showed up in their BTTF replica DeLorean and made our little spectacle even bigger! At 11:00 AM, we were off to the first stop, the Media Heights Golf Club, where we had a great lunch with wraps, salads, and the best potato chips ever

made! Afterwards, our convoy of stainless steel made our way on the weaving and hilly roads over to Intercourse, Pennsylvania, where we had our second stop at a store that sold Amish Made goods, along with several other pieces of furniture. At this stop, members fed the trout at a pond nearby, shopped for some unique goods, or simply hung out in the parking lot talking to the other owners.

After about an hour the group moved out (and in some cases peeled out!) to our photo location; a covered bridge. This drive featured more of those brilliant roads with spectacular views, and at one point, there were 19 DMCs in a row, quite the sight for our fellow motorists and even the Amish seemed to take notice! Unfortunately, as we were en route to our photo op., Mother Nature decided that our cars needed a wash, and decided to rain on us. We arrived at the covered bridge in the pouring rain and decided against driving our rear wheel drive sports cars on the soggy, muddy, and wet grass covered ground. Instead, club member Kevin Abato braved the rain and got out to take pictures of our cars as we proceeded through the bridge. After this, we drove through a bit of Lancaster and then met up at a gas station,



where we decided to cut the tour short due to the rain, but Marc Levy and Tom Sweeney would not have it! While the rest of us made a beeline to the nearest highway to get back, they braved the rain and wind to finish the tour as it was designed.

After getting back, members relaxed at the hotel and then went to our Saturday night dinner at the Good N' Plenty Restaurant, where we enjoyed a nice, family style, home-cooked meal with some of the best chicken, ice cream, and apple pie most of us had ever had!

After everyone was done eating, the officers invited Ken Koncelik of DCS to tell us about the upcoming show in Lexington. After Ken spoke, we proceeded on to the raffle. The raffle this year had some very cool things in it. Stephen Clark of BTTF.com donated two BTTF 1:15 scale car models, new Flux Capacitor pins, and some other items from his website, Ken Koncelik donated DCS shirts, Tiffany Olejnik donated Stanley shirts and earrings, and DeLorean Motor Company donated the biggest prize, a reproduction dashboard.

The raffle was fun for everyone, even those who did not buy tickets. The three big prizes, (the two BTTF cars and the dash), respectively to Jason Onuschak, John Marconi, and the dash went to Steve Cosgrove, but he gave it to Tiffany in an act of kindness that most would not extend (especially for such an expensive part!). That just illustrated to me the camaraderie that there is among the DMA members. It is something not seen too terribly often and it is good to see that there are so many good people in the same group.

After dinner, the majority of the group went for dessert (round 2) at Sonic, where once again, they created a buzz. The following morning, most of the group met at the Strasburg Railroad and got to ride on a steam train for a scenic ride around Lancaster County. A great end to a great weekend.

Congratulations should be extended to Brent Lundgren and Justin Mettee for their excellent work in putting together a fun, and exciting weekend. Although the weather may not have wanted us to have a good time, it didn't try hard enough. This is a Fall Foliage tour that will be remembered and talked about for many years to come.

**-TYLER BUTLER**

Secretary for the DeLorean Mid Atlantic Club

[Deloreanmidatlantic.com](http://Deloreanmidatlantic.com)





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